

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

## Volume 5 | Technical Appendices

CFA24 | Birmingham Interchange and Chelmsley Wood  
**Community data (CM-001-024)**  
Community

November 2013

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Department  
for Transport

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## Appendix CM-001-024

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# 1 Introduction

- 1.1.1 The community appendices for the Birmingham Interchange and Chelmsley Wood community forum area (CFA24) comprise:
- community impact assessment record sheets for construction (Section 2); and
  - open space survey/public rights of way (PRoW) survey results (Section 3).
- 1.1.2 No significant effects have been identified on community resources in CFA24 during the operation of the Proposed Scheme; therefore there are no community impact assessment record sheets for operation.
- 1.1.3 Maps referred to throughout the community appendix are contained in the Volume 5: community map book.

## **2 Community impact assessment record sheets - construction**



## 2.1 National Motorcycle Museum

Table 1: National Motorcycle Museum community impact assessment record sheet

<b>Resource name</b>	National Motorcycle Museum
<b>Community Forum Area (CFA)</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	The National Motorcycle Museum is a popular visitor attraction, providing conference and meeting facilities as well as event space. The museum is located off the A45 Coventry Road/M42 junction 6 roundabout (known as M42 junction 6 roundabout, in Bickenhill.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: the National Motorcycle Museum site is partially within an area of land required to construct the Proposed Scheme. As part of the Proposed Scheme, the adjacent M42 junction 6 roundabout will require improvement works, including widening of the roundabout and entry/exit roads. This will include the construction of a segregated left turn lane for M42 southbound traffic on the roundabout, which will require an area of land within the museum's car park. The proposed works will result in the loss of approximately 55 car parking spaces (20% of the total car parking spaces) for up to one year and six months during the construction period; however 45 of these spaces will be lost permanently (see impact 2). The museum currently provides approximately 274 car park spaces and requires the full capacity of the car park to accommodate a range of large events on a regular basis.</p> <p>Duration of impact: approximately one year and six months.</p>
<b>Assessment of magnitude</b>	Medium: the loss of parking will compromise the ability of the resource to accommodate major events.
<b>Relevant receptors</b>	Users of the museum and ancillary facilities.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: the National Motorcycle Museum provides the following facilities: museum; fully licensed restaurant; gift shop; conference and banqueting facilities; training and seminar rooms, and a wedding venue. The museum currently provides 274 car parking spaces and requires the full capacity of the car park to accommodate a range of large events on a regular basis. There is no convenient alternative parking provision for visitors.
<b>Significance rating of effect</b>	Moderate adverse significant: the temporary loss of car parking is likely to impact upon the functioning of the National Motorcycle Museum.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Moderate adverse significant: the temporary loss of car parking is likely to impact upon the functioning of the National Motorcycle Museum.

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<b>Impact 2: permanent loss of land</b>	<p>Impact: the widening of the A45 Coventry Road and the construction of a segregated left turn lane for M42 southbound traffic off the M42 junction 6 roundabout will require the permanent loss of some areas of the National Motorcycle Museum:</p> <ul style="list-style-type: none"> <li>- the existing access point will be permanently removed to enable the construction of the proposed left turn lane for M42 southbound traffic and associated engineering earthworks. A grassed area of approximately 1,280m<sup>2</sup> will be required to the east of the National Motorcycle Museum building to provide a replacement access road from the A45 Service Road. The replacement access road will ensure that vehicular access is maintained throughout the construction and operation of the Proposed Scheme;</li> <li>- approximately 45 car parking spaces (16% of the total museum car parking spaces) will be removed permanently to enable the construction of the proposed left turn lane for M42 southbound traffic and associated engineering earthworks; and</li> <li>- the grass verge to the north of the museum will be permanently removed to enable the construction of the proposed left turn lane for M42 southbound traffic and associated engineering earthworks.</li> </ul> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Medium: the loss of parking will compromise the ability of the resource to accommodate major events.
<b>Relevant receptors</b>	Users of the museum and ancillary facilities.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: the National Motorcycle Museum provides the following facilities: museum; fully licensed restaurant; gift shop; conference and banqueting facilities; training and seminar rooms, and a wedding venue. The museum currently provides 274 car parking spaces and requires the full capacity of the car park to accommodate a range of large events on a regular basis. There is no convenient alternative parking provision for visitors.
<b>Significance rating of effect</b>	Moderate adverse significant: the permanent loss of car parking is likely to impact upon the functioning of the National Motorcycle Museum.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Moderate adverse significant: the permanent loss of car parking is likely to impact upon the functioning of the National Motorcycle Museum.

## 2.2 Nursery Cottage residential property

Table 2: Nursery Cottage residential property community impact assessment record sheet

<b>Resource name</b>	Residential property – Nursery Cottage, Middle Bickenhill
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	There is a single detached property located on a slip road off the A45 Coventry Road between Stonebridge Island and the A45/M42 junction 6 roundabout (known as M42 junction 6 roundabout). The property is adjacent to business and industrial uses, most immediately Top and Tails Kennels, with a recycling centre and depot further west of the property. The rural setting of the area has been partly lost due to the presence of the busy A45 Coventry Road.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	Impact: the residential property is located within land required permanently for the construction and operation of the A45 Service Road overbridge and Diddington cutting. The building will be demolished in order to accommodate these works.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	Negligible: permanent loss of less than five residential units.
<b>Relevant receptors</b>	Residents of the property.
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Minor adverse not significant: although the loss of the individual property will be significant to the residents of that property, the loss of less than five residential properties is not considered significant to the community as a whole.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse not significant: although the loss of the individual property will be significant to the residents of that property, the loss of less than five residential properties is not considered significant to the community as a whole.

## 2.3 Toby Carvery

Table 3: Toby Carvery community impact assessment record sheet

<b>Resource name</b>	Toby Carvery
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	Toby Carvery is a public house and restaurant providing parking and outdoor seating areas. Toby Carvery is situated adjacent to Stonebridge Island, approximately 1.4km east of the National Exhibition Centre (NEC)/Birmingham Airport complex in Bickenhill.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: the Toby Carvery public house and restaurant is currently accessed from the north via the A452 Chester Road, and an exit road is provided to the west onto the A45 Coventry Road. The exit road to the west of the Toby Carvery is within an area of land required temporarily for the realignment of a Western Power power line associated with the widening and realignment of the adjacent A45 Coventry Road. The area of land required is approximately 900m<sup>2</sup> and will not affect the use of the road. The Toby Carvery public house could continue to function as intended throughout the construction of the Proposed Scheme.</p> <p>Duration of impact: approximately six months.</p>
<b>Assessment of magnitude</b>	Negligible: the Toby Carvery could continue to function as intended throughout the construction of the Proposed Scheme.
<b>Relevant receptors</b>	Users are likely to comprise transient visitors from the nearby National Motorcycle Museum and NEC, drivers and regular users from the local community.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: access to the facility is not affected; visitors will not therefore be sensitive to the works.
<b>Significance rating of effect</b>	Negligible adverse not significant: users could continue to access and use the Toby Carvery without significant inconvenience.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse not significant: users could continue to access and use the Toby Carvery without significant inconvenience.
<b>Impact 2: permanent loss of land</b>	<p>Impact: the access road to the rear of the Toby Carvery public house and restaurant is within an area of land required permanently for engineering and landscaping earthworks associated with the realigned A452 Chester Road. As part of the Proposed Scheme, the Toby Carvery rear access road will be realigned to extend further northwards onto the A452 Chester Road. Access to the Toby Carvery will remain throughout construction.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Negligible: the Toby Carvery can continue to function as intended throughout the construction of the Proposed Scheme.
<b>Relevant receptors</b>	Users are likely to comprise transient visitors from the nearby National Motorcycle Museum and NEC, drivers and regular users from the local community.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: access to the facility is not affected; visitors will not therefore be sensitive to the works.

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<b>Significance rating of effect</b>	Negligible adverse not significant: users could continue to access and use the Toby Carvery without significant inconvenience.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse not significant: users could continue to access and use the Toby Carvery without significant inconvenience.

## 2.4 Common Farm residential property

Table 4: Common Farm residential property community impact assessment record sheet

<b>Resource name</b>	Residential property – Common Farm, Middle Bickenhill
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Common Farm includes a single detached residential property located off the A452 Chester Road, opposite Melbicks Garden & Leisure centre, amongst agricultural fields. The residential property is set within a large plot of land alongside agricultural buildings and barns, which together comprise the farmstead. The rural setting of the area has been partly intersected by the adjacent A452 Chester Road, which runs alongside the eastern boundary of the farm.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	Impact: an area of approximately 570m <sup>2</sup> to the east of the property is required temporarily to enable earthworks associated with the realigned A452 Chester Road, and the realignment of a high voltage power line. The works are expected to last approximately six months. Access to the property will be retained throughout the construction period.  Duration of impact: approximately six months.
<b>Assessment of magnitude</b>	Negligible: temporary partial loss of grounds to Common Farm.
<b>Relevant receptors</b>	Residents of the property.
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Minor adverse not significant, at the community level.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse not significant, at the community level.

## 2.5 Residential properties on Middle Bickenhill Lane and Chester Road

Table 5: Middle Bickenhill Lane and Chester Road residential properties community impact assessment record sheet

<b>Resource name</b>	Residential properties - Middle Bickenhill Lane and A452 Chester Road
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	A total of nine residential properties, comprising seven properties situated on Middle Bickenhill Lane, between the A452 Chester Road and the M42 in Bickenhill, and two residential properties at Common Farm and Park Farm on the A452 Chester Road. These properties are mostly detached within a rural setting with large areas of outdoor space.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary reduced accessibility and visual barriers</b>	<p>Impact: during construction of the proposed Birmingham Interchange station and people mover, the properties will be surrounded by construction activity and bound by 2.4m high fencing. To enable the construction of Birmingham Interchange station and car parks, the northern section of Middle Bickenhill Lane will be closed permanently. The southern section of Middle Bickenhill Lane will remain open, and a turning head will be provided to enable access to land and properties. Access to Common Farm and Park Farm is likely to be disrupted due to the presence of a construction traffic route along the A452 Chester Road, which will cause significant traffic flows and delays to vehicle occupants.</p> <p>Duration of impact: approximately five years and six months.</p>
<b>Assessment of magnitude</b>	High: the properties and residents will be isolated from other properties and community infrastructure for more than one year, on a regular basis, due to road closure and visual barriers due to construction works surrounding the properties.
<b>Relevant receptors</b>	Residents of the properties.
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: isolation of properties on Middle Bickenhill Lane and A452 Chester Road.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: isolation of properties on Middle Bickenhill Lane and A452 Chester Road.

## 2.6 Olympia Motorcycle Track

Table 6: Olympia Motorcycle Track community impact assessment record sheet

<b>Resource name</b>	Olympia Motorcycle Track
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	A motocross track situated on Middle Bickenhill Lane, within close proximity to junction 4 of the M6 and junction 6 of the M42. The Olympia Motorcycle Track is a graded and wood chipped track that is well maintained. The track is open at weekends with an entrance fee.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	Impact: the Olympia Motorcycle Track is within an area of land required permanently for the construction and operation of the proposed Birmingham Interchange station.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	High: the Olympia Motorcycle Track will be lost permanently.
<b>Relevant receptors</b>	Motocross users within the Midlands area.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: there are several alternative motocross tracks in the West Midlands area, including the Polesworth Motocross Track in Stipers Hill, Wildmoor Motocross Track in Bromsgrove, the J4 M54 Motocross Track in Telford and the Moto45 Motocross Track in Coventry.
<b>Significance rating of effect</b>	Moderate adverse significant: the Olympia Motorcycle Track will be lost permanently.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Moderate adverse significant: the Olympia Motorcycle Track will be lost permanently.



## 2.7 Melbicks Garden & Leisure centre

Table 7: Melbicks Garden &amp; Leisure centre community impact assessment record sheet

<b>Resource name</b>	Melbicks Garden & Leisure centre
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	A garden centre with a café, kids club and conference room. Melbicks Garden & Leisure centre is located in the Bickenhill area of Solihull on the A452 Chester Road. The centre is a well-used resource, with good access to the strategic road network, with visitors from across the Solihull borough.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: an area of approximately 1,600m<sup>2</sup> in the outdoor storage and retail space to the south of the garden centre is required temporarily for the removal of a Western Power high voltage power line. The proposed utility removal is expected to take less than six months and will not affect the community facilities within the garden centre. In addition, approximately 54 car parking spaces (12% of the total car park) will be lost during construction due to the realignment of the A452 Chester Road. Forty five of these spaces will be lost permanently (see Impact 2). It is considered that visitors are likely to require short term parking, resulting in a high turnover of available car park spaces. As such the loss of a small area of parking is not likely to impact on the availability of parking for those visiting Melbicks Garden &amp; Leisure centre. The loss of parking will not affect the functioning of the facility from the perspective of the community impact assessment (see Traffic and transport, Section 12).</p> <p>Duration of impact: approximately two years.</p>
<b>Assessment of magnitude</b>	Negligible: the community facilities within the garden centre will be able to continue functioning as intended.
<b>Relevant receptors</b>	Members of the public using the garden centre and associated facilities.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: the centre is a well-used resource, and has good access to the strategic road network, with visitors from across the Solihull borough. There are other garden centres and nurseries in the wider Solihull area, although they do not provide the same facilities. The area of the car park which is affected is relatively small, and sufficient alternative parking is available.
<b>Significance rating of effect</b>	Negligible adverse not significant: users of Melbicks Garden & Leisure centre could continue to use the facility without any inconvenience.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse not significant: users of Melbicks Garden & Leisure centre could continue to use the facility without any inconvenience.

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<b>Impact 2: permanent loss of land</b>	<p>Impact: as part of the construction of the Proposed Scheme, the A452 Chester Road will be replaced and the A446 Stonebridge Road will be realigned. A new A452/A446 roundabout will be provided. The existing A452 Chester Road southbound carriageway will be removed just south of Melbicks Garden &amp; Leisure centre, and a new A452 Chester Road southbound link road will be constructed. These works will require the permanent closure of the existing access off the A452 Chester Road and the provision of a new access and egress road off the new A452/A446 roundabout. This will result in the permanent loss of approximately 45 car parking spaces (10% of the total parking spaces at the garden centre). It is considered that visitors are likely to require short term parking, resulting in a high turnover of available car park spaces. As such the loss of a small area of parking is not likely to impact on the availability of parking for those visiting Melbicks Garden &amp; Leisure centre. The loss of parking will not affect the functioning of the facility from the perspective of the community impact assessment (see Traffic and transport, Section 12).</p> <p>In addition, an area of approximately 650m<sup>2</sup> at the rear delivery entrance to the garden centre will be required for permanent access rights to undertake modifications to a high voltage power line. Access to Melbicks Garden &amp; Leisure centre will be retained throughout the construction period</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Negligible: access to the Melbicks Garden & Leisure centre would be retained throughout the construction period. The resource could continue to function without any significant inconvenience or detriment to the users.
<b>Relevant receptors</b>	Members of the public using the garden centre and associated facilities.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: the centre is a well-used resource, and has good access to the strategic road network, with visitors from across the Solihull borough. There are other garden centres and nurseries in the wider Solihull area, although they do not provide the same facilities. However, the area of the car park which is affected is relatively small, and sufficient alternative parking is available.
<b>Significance rating of effect</b>	Negligible adverse not significant: users of Melbicks Garden & Leisure centre could continue to access the centre without significant inconvenience.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse not significant: users of Melbicks Garden & Leisure centre could continue to access the centre without significant inconvenience.

## 2.8 Little Owl public house and restaurant

Table 8: Little Owl public house and restaurant community impact assessment record sheet

<b>Resource name</b>	Little Owl public house and restaurant
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Recreation
<b>Resource Description/Profile</b>	The Little Owl is a public house and restaurant situated adjacent to the NEC complex and Birmingham Business Park, off junction 7 of the M42 in Bickenhill. The Little Owl shares a site with the Holiday Inn Express NEC hotel, and attracts both transient users and members of the local community.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	<p>Impact: the adjacent A452 Chester Road/B4438 Bickenhill Parkway roundabout will be removed as part of the Proposed Scheme. A new A452/B4438 roundabout will be provided, linking the B4438 Bickenhill Parkway, Northway and B4438 Bickenhill Parkway Link road to a realigned A452 Link Road. Associated highway works will include the realignment of the dedicated access road to the Little Owl public house and restaurant from the new roundabout. The existing vehicular access to the west of the Little Owl public house and restaurant, off the B4438 Bickenhill Parkway, will remain. The realignment will result in the permanent loss of part of the grassed areas at the eastern entrance to the car park, closest to the Holiday Inn Express NEC hotel. The car park and access will remain functional throughout the construction period.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Negligible: access to the Little Owl public house and restaurant would be retained throughout the construction period. The resource could continue to function without any significant inconvenience or detriment to the users.
<b>Relevant receptors</b>	Transient users of the Holiday Inn Express NEC hotel and local communities.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: the Little Owl public house and restaurant is a facility for transient hotel residents, tourists, drivers and regular users from the local community. Alternative public houses and restaurants exist within the local area.
<b>Significance rating of effect</b>	Negligible adverse not significant: users of the Little Owl could continue to access the public house and restaurant without significant inconvenience.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse not significant: users of the Little Owl could continue to access the public house and restaurant without significant inconvenience.

## 2.9 Bluebell Recreation Ground

Table 9: Bluebell Recreation Ground community impact assessment record sheet

<b>Resource name</b>	Bluebell Recreation Ground
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	Bluebell Recreation Ground provides a large public open space, approximately 71,000m <sup>2</sup> , comprising: grassed seasonal football pitches; a children's play area; multi-use games area (MUGA); skate park; community garden and a woodland area. Bluebell Recreation Ground is situated on the southern boundary of the Chelmsley Wood estate, alongside Coleshill Heath Road, and is well used by the local community.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: the eastern extent of Bluebell Recreation Ground will be situated approximately 100m west of the route as it is constructed on Pool Wood embankment. An area of Bluebell Recreation Ground will be required to undertake works to the National Grid overhead power line and two transmission towers currently situated within Bluebell Recreation Ground. Works will be limited to restringing/tensioning of cables, with a limited on-site presence. The proposed works will be undertaken intermittently over a period of approximately six months. The Local Environmental Management Plan will include appropriate measures to minimise impacts on the park.</p> <p>Duration of impact: approximately six months.</p>
<b>Assessment of magnitude</b>	Negligible: short term loss of an area of Bluebell Recreation Ground.
<b>Relevant receptors</b>	Users of the park and pitches.
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: the recreation ground is very well used (see Section 3 of this appendix - Open space survey/public rights of way survey results) and the playing pitches are played well beyond capacity <sup>1</sup> . There are no alternative open spaces in Chelmsley Wood with a similar offering of recreational facilities.
<b>Significance rating of effect</b>	Minor adverse not significant: users of Bluebell Recreation Ground could continue to access the open space without significant inconvenience.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse not significant: users of Bluebell Recreation Ground could continue to access the open space without significant inconvenience.

<sup>1</sup> Solihull Metropolitan Borough Council (2012) *Final Playing Pitch Strategy*. SMBC.

## 2.10 Heath Park

Table 10: Heath Park community impact assessment record sheet

<b>Resource name</b>	Heath Park
<b>CFA</b>	CFA 24 – Birmingham Interchange and Chelmsley Wood
<b>Resource type</b>	Open space
<b>Resource Description/Profile</b>	Heath Park provides a triangular area of public open space, approximately 80,350m <sup>2</sup> , running adjacent to Yorkminster Drive in Chelmsley Wood. The southern end of the park provides two full sized seasonal grassed football pitches, whilst the northern extent is densely vegetated. The accessible area of the park (excluding the densely vegetated areas, the transmission tower and a landscape bund), is approximately 38,000m <sup>2</sup> . Alongside Yorkminster Drive is a steep landscaped embankment, which adds to the screening the park provides between residential properties and the M6. There are two overhead power transmission towers located within the park.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: within Heath Park, an area of land approximately 39,150m<sup>2</sup> (49% of the total park) will be required during the construction period. The land will be required for the location of the Coleshill Heath Road underbridge satellite compound at the southern extent of the park, and utility works in the centre of the park. The satellite compound is required for works associated with lowering Coleshill Heath Road, the construction of the route on Pool Wood embankment and the M6 motorway box structure, for approximately two years and six months. Utility works will include the removal of a transmission tower on the eastern boundary of Heath Park and works to a second overhead power line further north in the park. It is expected that these utility works will take place in advance of the mobilisation of the satellite compound, for approximately one year. The construction works will result in the temporary loss of parkland and one senior playing pitch. The remaining area of parkland will provide sufficient space to realign one playing pitch during the football season. The loss of parkland, for approximately three years and six months in total, will be a major adverse effect and is therefore considered significant. The Proposed Scheme includes land for the replacement of this open space.</p> <p>Duration of impact: approximately three years and six months.</p>
<b>Assessment of magnitude</b>	High: the park will be partially closed and unusable for a proportion of its intended purposes.
<b>Relevant receptors</b>	Users of the park and pitches.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: the park is relatively well used by walkers and dog walkers (see Section 3 of this appendix - Open space survey/public rights of way survey results), plus football matches during the summer season. The Solihull Playing Pitch Strategy <sup>2</sup> reports that the playing pitches are of 'good' quality, with capacity for two matches per week. The Strategy reports that 1-2 matches are currently played at Heath Park per week. The nearest alternative site is Bluebell Recreation Ground; however pitches at this site are played beyond capacity. There are limited alternative areas of public open space within Chelmsley Wood.
<b>Significance rating of effect</b>	Major adverse significant: part of the function of the park will be lost temporarily.
<b>Proposed mitigation options for significant effects</b>	<p>The following measures are proposed to mitigate the significant effect identified. It is the intention to work with Solihull Metropolitan Borough Council (SMBC) to put in place the following measures:</p> <ul style="list-style-type: none"> <li>- reconfiguration of the existing playing pitch layout at Heath Park and Bluebell Recreation Ground to provide an additional playing pitch during the football season and improvement to the pedestrian access to Heath Park and Bluebell Recreation Ground.</li> </ul>

<sup>2</sup> Solihull Metropolitan Borough Council (2012), *Final Playing Pitch Strategy*. SMBC

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<b>Residual effect significance rating</b>	Major adverse significant: part of the function of the park will be lost temporarily.  Note: detailed discussions have been held with SMBC regarding the mitigation options. However as this mitigation is yet to be fully agreed with SMBC, the residual effects have not taken this mitigation into account.
<b>Impact 2: permanent loss of land</b>	Impact: approximately 8,600m <sup>2</sup> of land (11% of the total park) will be required permanently for the construction and operation of Pool Wood embankment to carry the route of the Proposed Scheme across Coleshill Heath Road and onto the M6 motorway box structure. Approximately 450m <sup>2</sup> of additional accessible parkland will be created through the removal of the existing transmission tower to the north of the grass pitches. The proposed works will result in an overall loss of parkland, however the remaining area will provide sufficient space to realign two playing pitches during the football season.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	Medium: part of the parkland will be lost permanently, however the park could continue to function without any significant inconvenience or detriment to the users.
<b>Relevant receptors</b>	Users of the park and pitches.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: the park is relatively well used by walkers and dog walkers (see Section 3 of this report - Open space survey/public rights of way survey results), plus football matches during the summer season. The Solihull Playing Pitch Strategy reports that the playing pitches are of 'good' quality, with capacity for two matches per week. The Strategy reports that 1.5 matches are currently played at Heath Park per week. The nearest alternative site is Bluebell Recreation Ground; however pitches at this site are played beyond capacity. There are limited alternative areas of amenity public open space within Chelmsley Wood.
<b>Significance rating of effect</b>	Moderate adverse significant: despite a loss of parkland, the park could continue to function as intended.
<b>Proposed mitigation options for significant effects</b>	The following measure is proposed to mitigate the significant effect identified. It is the intention to work with SMBC to put in place the following measure:  - the provision of a new area of public open space off Coleshill Heath Road, with improved pedestrian access from the nearby Chelmsley Wood residential area.
<b>Residual effect significance rating</b>	Moderate adverse significant: despite a loss of parkland, the park could continue to function as intended.  Note: detailed discussions have been held with SMBC regarding the mitigation options. However as this mitigation is yet to be fully agreed with SMBC, the residual effects have not taken this mitigation into account.
<b>Impact 3: temporary significant visual and transport effects</b>	Impact: a satellite construction compound will be located at the southern extent of Heath Park. Construction works taking place in Heath Park will include the construction of Pool Wood embankment, on which the Proposed Scheme will pass over Coleshill Heath Road onto the M6 motorway box structure. These works will result in the following significant environmental effects:  Visual: significant effects will arise due to views of construction works including the Coleshill Heath Road underbridge satellite compound. Construction of the M6 motorway box structure, M6 motorway north and south viaducts, and Pool Wood embankment will also be visible. Visual effects are likely to be present for approximately two years and six months.  Transport: significant HGV traffic effects will be experienced by users of Heath Park arising from the presence of HGV construction traffic accessing the Coleshill Heath Road underbridge satellite compound in the park.  Duration of impact: approximately two years and six months.
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Users of the park and pitches.
<b>Assessment of sensitivity of receptor</b>	Medium: the park is used as a recreational resource, for sports and walking. Users will be sensitive to traffic disturbance and adverse views, which will impact on the existing character and quality of the park.

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<b>(s) to impact</b>	
<b>Significance rating of effect</b>	Moderate adverse significant: change to amenity, character and users' enjoyment of the park as a result of the combination of visual and transport effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Moderate adverse significant: change to amenity, character and users' enjoyment of the park as a result of the combination of visual and transport effects.

## **3 Open space survey/public rights of way survey results**

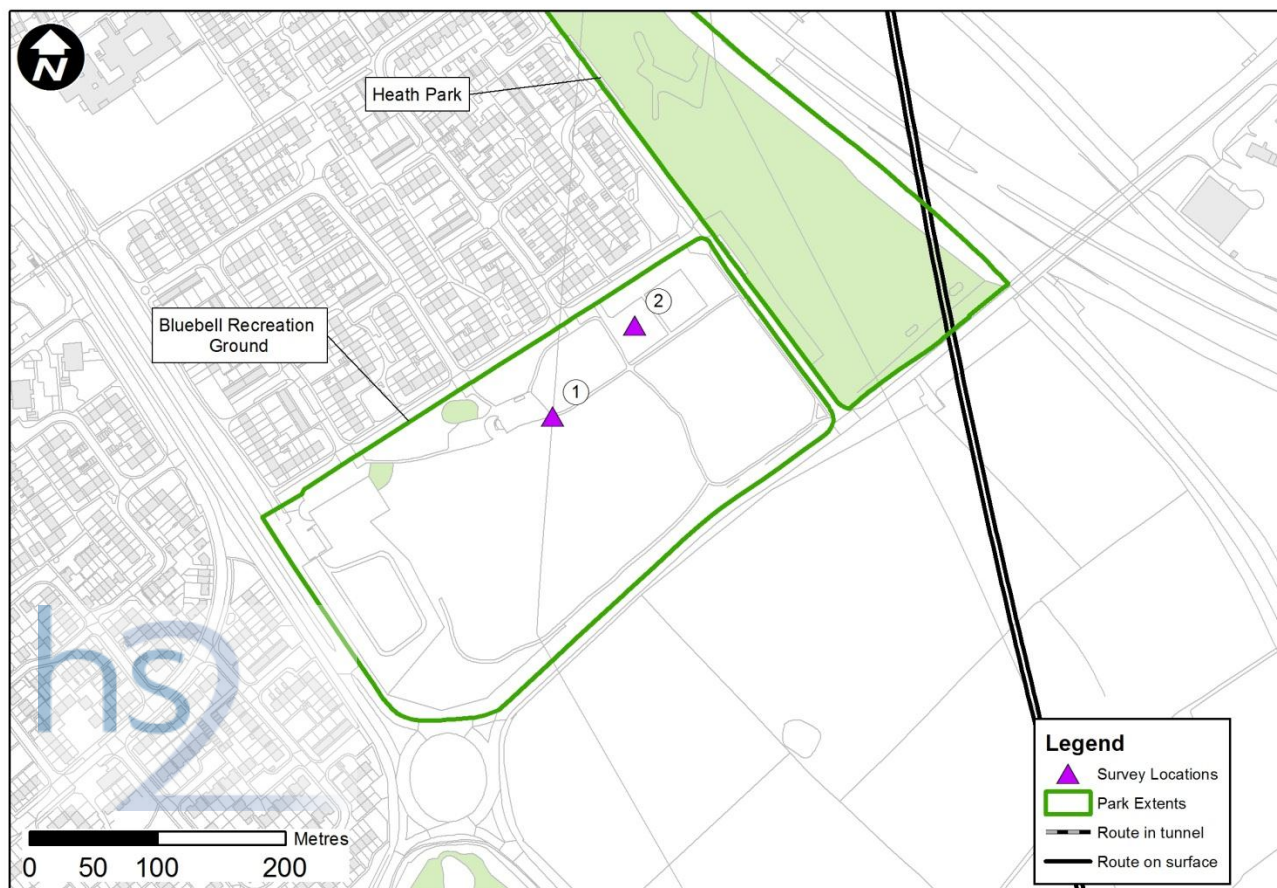
### **3.1 Survey process**

- 3.1.1 Open space surveys have been undertaken to collect primary survey data on the use and quality of open spaces that may be affected by the Proposed Scheme. The information collected will potentially help identify the sensitivity of the open spaces (resources) and its users (receptors) to potential losses, severance and/or amenity effects.
- 3.1.2 A consistent sample methodology has been used for each open space survey. This included four 15 minute surveys on a weekend day(s) during the summer season of 2012 and four 15 minute surveys on a weekday(s) during the autumn season of 2012. Surveys were undertaken between the hours of 08:00 and 18:00 at weekends of the summer season, as this is considered the likely peak usage period. During the autumn season, surveys were undertaken between the hours of 07:00 and 19:00 on weekdays as this was considered the likely off-peak usage period. Weather conditions were recorded during each survey and surveying during adverse weather conditions, including rain and abnormally cold/inclement weather, was avoided.



## 3.2 Bluebell Recreation Ground, Solihull Metropolitan Borough Council, Bluebell Drive

Figure 1: Site overview Bluebell Recreation Ground



- 3.2.1 Bluebell Recreation Ground is located on the southern edge of the Chelmsley Wood residential estate. Chelmsley Wood is within the Metropolitan Borough of Solihull, and is approximately 2.5km to the north of Birmingham Airport and the NEC. Solihull town centre is 8km to the south-west.
- 3.2.2 Bluebell Recreation Ground provides outdoor sports facilities, outdoor play spaces for children and teenagers and parkland. Facilities onsite include:
- three full size, and two junior marked sports pitches for football;
  - a large locally equipped area of play (LEAP);
  - a skate park;
  - a multi-use games area equipped with hard court pitch, hoops and goal posts;
  - community garden;
  - an area of woodland;
  - park land; and
  - car parking.

- 3.2.3 The site has an area of approximately 7.1ha which includes all of the above facilities. The site is owned and managed by SMBC.
- 3.2.4 Bluebell Recreation Ground is located in a suburban area on the south of the Chelmsley Wood housing estate. The site runs parallel to the Coleshill Heath Road, with agricultural fields located further south. The M6 runs to the east of the site, with Coleshill junction between the M6 and M42 located approximately 500m east of the site.

### Relationship between the site and the Proposed Scheme

- 3.2.5 The route of the Proposed Scheme will be approximately 100m to east of Bluebell Recreation Ground as it crosses Coleshill Heath Road and Heath Park on Pool Wood embankment, before crossing onto the M6 motorway box structure.
- 3.2.6 An area of land is required temporarily for approximately six months within Bluebell Recreation Ground to enable works to the National Grid overhead power line and two transmission towers currently situated within Bluebell Recreation Ground.

### Survey Dates and Times

- 3.2.7 Surveys were undertaken for periods of 15 minutes with at least two hours between each survey period. These surveys were undertaken at the following times:
- Summer:
 

Two surveys were undertaken on Saturday 11 August 2012; 12:55 and 15:15 (patchy cloud, 21 degrees); and

Two surveys were undertaken on Saturday 8 September 2012; 12:25 and 15:25 (sunny, 22 degrees)
  - Autumn:
 

Four surveys were undertaken on Monday 15 October 2012; between 10:00 and 17:00pm. (cloudy, damp, 10 degrees).

### Survey points and zones

Table 11: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1 – children's play area and playing fields	Central location adjacent to children's play area and nearby grass pitches	15 minutes	At least 2 hours between surveys
Survey point 2 – skate park and multi-use games area	Eastern point located adjacent to skate park and multi-use games area	15 minutes	At least 2 hours between surveys

### Site specific considerations

- 3.2.8 During the autumn surveys there were patchy showers. Surveys were undertaken between these showers, as this was judged as being a typical autumnal day.
- 3.2.9 The grassed football pitches were not marked out during the earlier two summer surveys (Saturday 11 August 2012), but were fully marked out during the latter two summer surveys (Saturday 8 September 2012).

### Key findings and observations

- 3.2.10 The usage shown in the following sections is based on aggregating four 15 minute survey periods to give a total number of users.

### Total number of users

- 3.2.11 During summer surveys there were mainly family groups walking, cycling or using the play areas. Users recorded during the autumn surveys tended to be adult, lone dog walkers. There was no usage of the skate park or multi-use games area during the autumn surveys, which may be due to the surveys being undertaken during term time. Of those recorded at survey point two during the summer surveys, all were using the skate park rather than the multi-use games area.

Table 12: Numbers of users at survey point 1

	Informal recreation						Formal/organised active recreation						Numbers of users for all use types by survey date/time
	Walking/dog walking*	Running*	Cycling*	Sitting/ relaxing/ picnicking	Child play areas	Other (specify)	Pitch based sports <sup>3</sup>	Court based sports <sup>4</sup>	Golf/putting	Water based sports <sup>5</sup>	Noisy sports <sup>6</sup>	Other (specify)	
Summer surveys													
Weekend 11 August 2012 and 8 September 2012	20	0	5	12	62	1 <sup>7</sup>	17	0	0	0	0	4 <sup>8</sup>	121
Autumn surveys													
Weekday 15 October 2013	18	1	0	0	0	0	0	0	0	0	0	0	19

<sup>3</sup> For example, football, cricket, rugby.

<sup>4</sup> For example tennis, squash, bowls.

<sup>5</sup> For example, swimming, sailing, canoeing, fishing/angling, boating.

<sup>6</sup> For example, go carting, motor cross, quad biking.

<sup>7</sup> On scooter.

<sup>8</sup> Playing baseball.

Table 13: Numbers of users at survey point 2

	Informal recreation						Formal/Organised Active Recreation						Numbers of users for all use types by survey date
	Walking/dog walking*	Running*	Cycling*	Sitting/ relaxing/ picnicking	Child play areas	Other (specify)	Pitch based sports <sup>9</sup>	Court based sports <sup>10</sup>	Golf/putting	Water based sports <sup>11</sup>	Noisy sports <sup>12</sup>	Other (specify)	
Summer surveys													
Weekend 11 August 2012 and 8 September 2012	0	0		0	19 <sup>13</sup>	0	0	0	0	0	0	0	19
Autumn surveys													
Weekday 15 October 2012	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: the number of users for walking, running and cycling has been estimated per hour by aggregating the time periods.

## Comparative Trends

- 3.2.13 Considerably fewer people used the children's play area and playing pitches during the autumn surveys (19 users) than the summer surveys (121 users). The surveys indicate that the skate park and multi-use games area are less well used than the children's play area, parkland and grass pitches. At survey point 2 (multi-use games area and skate park) 19 people were counted during the summer surveys, and none during the autumn surveys.

## Total numbers of users by type of activity

- 3.2.14 The children's play area is the most frequently used facility within Bluebell Recreation Ground, with a total of 81 users during the summer and autumn surveys. The survey did not record any usage of the multi-use games area and only a small number of users were recorded at the skate park within the summer survey. Walking and dog walking is also a popular activity at the site, with a total of 38 users during the summer and autumn surveys.
- 3.2.15 The formalised grass football pitches were drawn out mid-way through the summer surveys and these pitches are used for organised football matches. The Solihull Playing Pitch Strategy reports that the playing pitches at Bluebell Recreation Ground are overplayed beyond capacity, by five matches per week. The survey did not capture the frequency of the pitch usage for organised football matches as this usage was outside of the survey times.

<sup>9</sup> For example, football, cricket, rugby.

<sup>10</sup> For example tennis, squash, bowls.

<sup>11</sup> For example, swimming, sailing, canoeing, fishing/angling, boating.

<sup>12</sup> For example, go carting, motor cross, quad biking.

<sup>13</sup> One using a scooter, seven skate boarding, and two playing in the skate park area.

## Summary of key findings

- 3.2.16 Surveys during the weekend summer survey period showed that children's play was the most common activity at the Bluebell Recreation Ground, which commonly included family groups, with 58% of the total number of people counted using the child play areas. Of these the majority were using the locally equipped area of play at survey point 1, with a small number using the skate park and no one was recorded using the multi-use games area.
- 3.2.17 The site was predominantly used by dog walkers during the weekday autumn surveys (a total of 18 users were recorded). This number is less than those counted during the summer surveys (a total of 20 users were recorded); however this group makes up a far greater proportion of overall users in autumn (95%) than summer (14%).
- 3.2.18 Over seven times as many people were recorded during the summer surveys as during the autumn surveys. The summer surveys were undertaken during warm summer days during the school holiday period, whilst the autumn surveys were undertaken in between spells of showers.
- 3.2.19 The peak usage was recorded during the summer weekend survey (08 September 2012, within the 15 minutes from 3.10pm), where a total of 45 users were recorded at Bluebell Recreation Ground. These users were all recorded at survey point 1. The peak usage at survey point 2 was recorded on Saturday 11 August 2012 at 15:15, when 15 users were recorded in the 15 minute survey period.
- 3.2.20 The skate park and multi-use game area facilities (surveyed at survey point 2) are considered not to be well used, based on the survey findings. Contrary to this, the children's play area is considered to be very well used, making the recreation ground an important local resource for children.

## *Factors affecting assessment*

- 3.2.21 Due to the pitches only being marked out during some of the survey periods, it is considered that the survey was limited in providing an understanding of the usage of the grassed playing pitches at Bluebell Recreation Ground. The assessment of Bluebell Recreation Ground therefore takes into account the findings of the Solihull Playing Pitch Strategy, produced by SMBC in 2012.

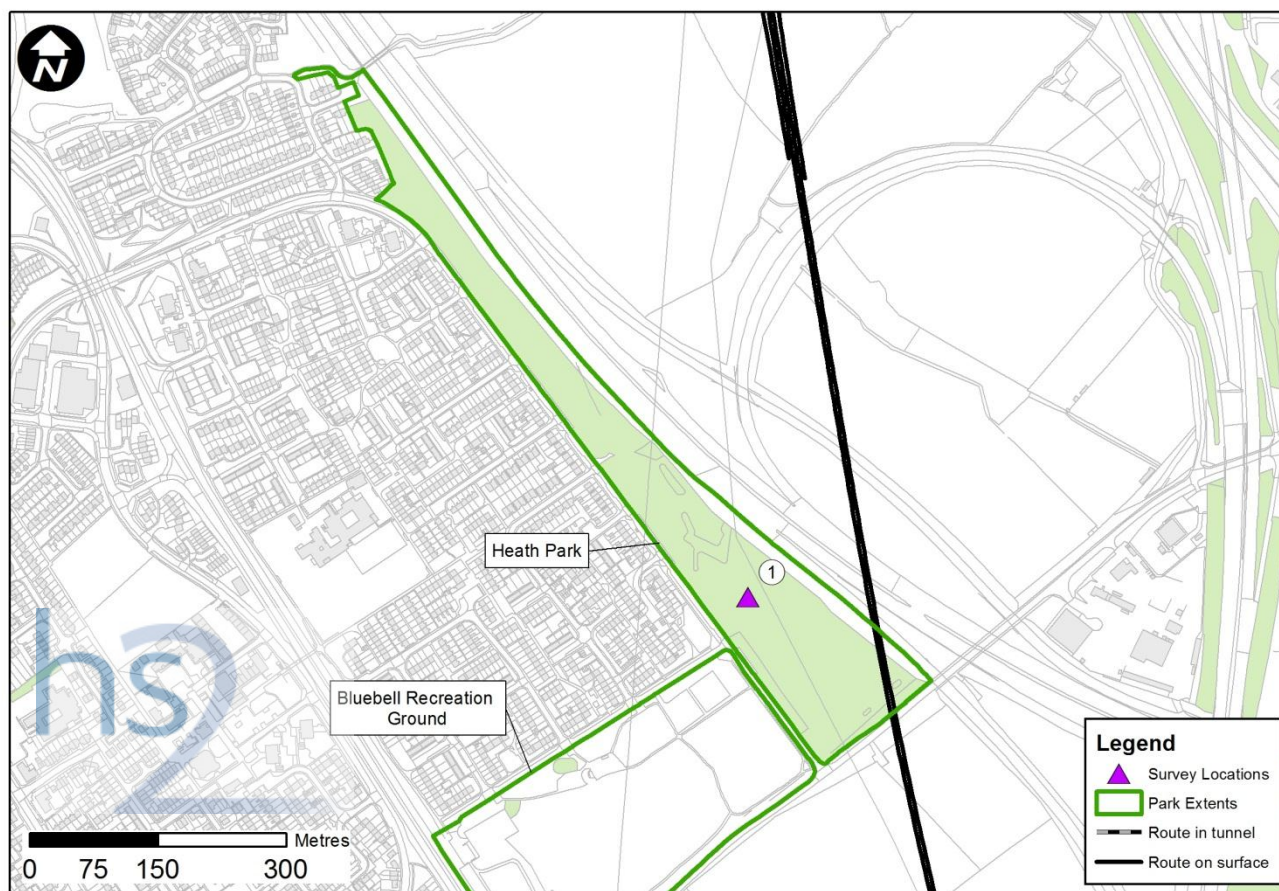
### 3.3 Heath Park, Solihull Metropolitan Borough Council, Yorkminster Drive

#### Site overview

- 3.3.1 Heath Park is a public open space which is located on the south eastern edge of Chelmsley Wood housing estate. Chelmsley Wood is approximately 2.5km north of Birmingham Airport and the NEC. Solihull town centre is 8km to the south-west.
- 3.3.2 Heath Park is approximately 8ha in size, approximately 3.8ha of which is considered to be accessible open space. The northern part of the site is densely vegetated.
- 3.3.3 The park is owned and managed by SMBC and includes two senior football pitches to the south of the site. The majority of the site provides a green corridor and a buffer from the M6 to the east. National grid overhead power lines cross through the site.
- 3.3.4 SMBC's Solihull Playing Pitch Strategy assesses the playing pitches in the borough in regard to quality and capacity. The playing pitches at Heath Park were classified as 'good' and the strategy reports that, on average, 1.5 matches are currently played at Heath Park per week.
- 3.3.5 Bluebell Recreation Ground is located to the west of the site. The M6 runs parallel to the park along its eastern edge; and the Coleshill junction between the M6 and M42 is situated adjacent to the site.



Figure 2: Site overview Heath Park



### Relationship between the site and the Proposed Scheme

- 3.3.6 The route of the Proposed Scheme will cross the south-eastern corner of Heath Park on Pool Wood embankment, running in an approximate north-south direction. Coleshill Heath Road underbridge satellite compound will be located at the southern extent of the park for a period of approximately two years and six months, supporting approximately 25 construction workers each day. During the construction period, one of the football pitches will be removed. One playing pitch could remain, although this would require that the pitch was remarked further northwards than the current position of the pitch.
- 3.3.7 Construction of the Proposed Scheme will require the re-routing of the overhead transmission lines, which will include the removal of one overhead power line transmission tower currently located on the eastern boundary of the park. Additional works may be required to a second overhead power line further north in the park.
- 3.3.8 The works will also impact on the amenity of the remainder of the parkland due to a combination of significant visual and transport effects during the construction of the Proposed Scheme.

### *Survey dates and times*

- 3.3.9 Surveys were undertaken for periods of 15 minutes with at least two hours between each survey period. These surveys were undertaken at the following times:
- Summer:
    - Two surveys were undertaken on Saturday 11 August 2012; 13:15 and 15:35 (patchy cloud, 21 degrees); and
    - Two surveys were undertaken on Saturday 8 September 2012; 12:25 and 15:25 (sunny, 22 degrees).
  - Autumn:
    - Four surveys were undertaken on Monday 15 October; between 10:00 and 17:00 (cloudy, damp, 10 degrees).

### *Survey points and zones*

Table 14: Open space - survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	North of the marked pitches with view of both pitches and majority of space to the north.	15 minutes	At least 2 hours between surveys.

### *Site specific considerations*

- 3.3.10 During the autumn surveys there were patchy rain showers. Surveys were undertaken between these rain showers during dry spells, as this was judged as being a typical autumnal day.
- 3.3.11 The grassed football pitches were not marked out during the earlier two summer surveys (Saturday 11 August 2012), but were fully marked out during the latter two summer surveys (Saturday 8 September 2012) and for the two autumn surveys (Monday 15 October 2012).

### *Key findings and observations*

- 3.3.12 The usage shown in the following sections is based on aggregating four 15 minute survey periods to give a total number of users.

### **Total numbers of users by use type**

- 3.3.13 Usage numbers are considerably higher in summer due to the formal football matches on the two sports pitches. Excluding pitch based sports; the majority of people used the space for walking or dog walking, with a total of 10 walkers recorded in the summer survey and eight in the autumn survey.



Table 15: Number of users at survey point 1

	Informal recreation						Formal/organised active recreation						Numbers of users for all use types by survey date/time
	Walking/dog walking*	Running*	Cycling*	Sitting/relaxing/picnicking	Child play areas	Other (specify)	Pitch based sports <sup>14</sup>	Court based sports <sup>15</sup>	Golf/putting	Water based sports <sup>16</sup>	Noisy sports <sup>17</sup>	Other (specify)	
Summer surveys													
Weekend [11 August 2012; 8 September 2012]	10	0	0	6	0	0	26 <sup>18</sup>	0	0	0	0	0	42
Autumn surveys													
Weekday [15 October 2012]	9	0	0	0	0	0	0	0	1	0	0	0	10

Note: the number of users for walking, running and cycling has been estimated per hour by aggregating the time periods.

## Comparative trends

- 3.3.14 The total number of people recorded during the summer surveys is considerably more than autumn surveys, with 42 users counted during the summer counts and 10 in autumn.

## Total numbers of users by type of activity

- 3.3.15 Overall, pitch based sports (in this case football) are the most common use, with a total of 26 users recorded during summer and autumn surveys. Walking and dog walking was also a frequent use, with a total of 19 users recorded during summer and autumn surveys. Six additional users were recorded sitting/relaxing/picnicking during the summer survey. One further user was recorded putting golf balls through the goalposts during the autumn survey.

## Summary of key findings

- 3.3.16 Surveys during the weekend summer survey period showed that pitch based sports were the most common activity at the site; 24 (92% of all playing pitch users, 46% of all users) of those recorded were participating in one organised football match.
- 3.3.17 The site was predominantly used by walkers/dog walkers during the weekday autumn surveys (a total of nine walkers were recorded) making up 90% of recorded users. This number is reasonably constant between summer and autumn surveys (10 in summer, nine in autumn) despite walkers/dog walkers in summer making up only 24% of all users.

<sup>14</sup> For example: football, cricket and rugby.

<sup>15</sup> For example: tennis, squash and bowls.

<sup>16</sup> For example: swimming, sailing, canoeing, fishing/angling and boating.

<sup>17</sup> For example: go carting, motor cross and quad biking.

<sup>18</sup> One 11 a side football match with an associated coach and a referee and two informally playing football.

- 3.3.18 Over four times as many users were recorded in the summer surveys compared to the autumn surveys. The summer surveys were undertaken during warm summer days, whilst autumn surveys were undertaken in between spells of rain showers. Furthermore, it is considered that the summer surveys were undertaken during a peak period, during the school holidays and during a weekend.
- 3.3.19 Peak usage was recorded during the summer weekend survey (8 September 2012) during the 15 minutes from 12:25. This included the formal football match that included 24 participants. Aside from this recording, usage throughout all other survey periods is fairly constant.

### *Factors affecting assessment*

- 3.3.20 The layout of the open space means that the majority of users gravitate towards the southern part of the park, as this has the largest area of open space, providing a greater sense of security than the northern part which is considerably narrower with dense, tall vegetation lining the east and west edges. Surveys were therefore concentrated in the southern end of Heath Park, although it was noted that many dog walkers appear to walk the length of the park.

## 4 References

Solihull Metropolitan Borough Council (2012), *Final Playing Pitch Strategy*. SMBC.